

Moab Wash would be reconstructed in its general present alignment. After removal of the tailings impoundment and contaminated soils, site topography and future land use are uncertain. Thus, to minimize costs and achieve fluvial stability, the channel would be reestablished in its current location. Additional meanders may be added to increase travel distance of the water and reduce slope to mitigate future erosion caused by higher water flow velocity. The channel would be lined with riprap and designed to carry the estimated runoff volume for a 200-year flood. Larger flows would be allowed to flood into channel overbank areas.

### **2.2.2 Characterization and Remediation of Vicinity Properties**

Characterization and remediation of vicinity properties would be completed as described in Section 2.1.2. The primary difference between the on-site and off-site disposal alternatives with regard to vicinity properties would be the requirement to transport the stockpiled material to an off-site disposal location.

### **2.2.3 Construction and Operations at Borrow Areas**

Descriptions of borrow material site locations, standards, and excavation procedures are the same as those described in Section 2.1.3. However, borrow material traffic density and routing would differ from those described in Section 2.1.3.2 because, with the exception of the Moab site reclamation soil, the borrow materials would be delivered to, or be available at, the selected off-site disposal location.

#### Transport Truck Traffic Density

As shown in [Table 2–7](#), assuming implementation of a double work shift (for truck or rail haul) DOE estimates that the transport of borrow materials would require a total of 67 daily round-trips for the Klondike Flats off-site disposal alternative and 24 for the Crescent Junction or the White Mesa Mill alternative. (For the slurry pipeline mode, average daily round-trips would be about 30 percent less than those shown in Table 2–7 because of the longer overall schedule for borrow material activities.) Under a double work shift schedule, borrow material transportation would be ongoing for approximately 2.75 years (875 days) for the truck or rail transportation mode (see Figure 2–10 and Figure 2–11). For the slurry pipeline mode, borrow material activities would be ongoing for about 4 years (Figure 2–12). Table 2–7 also shows the total volume and total shipments for each of the five types of borrow materials.

If a single daily work shift schedule were implemented for the truck or rail transportation modes, borrow material transportation would be ongoing for approximately 3.75 years, and the estimated daily round-trips would decrease to approximately two-thirds of the numbers shown in Table 2–7. As shown in Table 2–1, there are several optional borrow areas for obtaining cover soil. Table 2–7 assumes that all cover soil would come from the Floy Wash borrow area (as would all Moab site reclamation soil). This option would generate the most traffic on public highways.